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DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

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DAILY PROJECT JOURNAL

Prime Contractor: American Bridge/Fluor Enterprises, a JV **Report No:** DPJ-000630
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 15-Jan-2008
Location: Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Major component movement	OBG Production: Tack welding flanges to floor beams, Performing repairs to floor beams, Performing flatness checks and heat straightening of skin panels. Tower Production: Began cutting diaphragm plates for tower. 77m Tower Mock-up: Welding skin plate to skin plate corner welds. 89m Tower Mock-up: Welding web to skin plates, Welding web to flange on Shear Links. 114m Tower Mock-up: Setting up to machine.
2	Meetings attended	QA met with ABF and ZPMC at 1300 to discuss the schedule and issues. ZPMC gave ABF and ZPMC a schedule for OBG production for the next two weeks. ABF Fabrication Manager David Williams asked ZPMC why the schedule did not detail any work on the OBG Deck. ZPMC did not know the status of the schedule at this time. ZPMC inquired about the maximum fillet weld size for the single pass welds on the T-Stiffeners and Plate Stiffeners to the OBG Skin. QA responded that the maximum size pass should be specified in their WPS and depends on the size qualified during the Fillet Weld Soundness Test. ZPMC is worried that these welds will be oversized at the tack weld locations. QA stated that these areas would actually be a multi pass fillet weld and should not present an issue regarding maximum size. ZPMC asked for clarification on how deep into the base metal they could grind without requiring repairs,

since they are worried about possible damage during grinding of the tack welds. This issue should be covered in AWS Code or the WQCP and ABF stated they would research and address this with ZPMC.

Mr. Williams stated ABF would like to start all of these meetings by using the first few minutes of the meeting to address any material receiving concerns and be advised of upcoming submittal of material that may be project time critical. ZPMC stated there are two submittals of shapes that are outstanding. ZPMC will provide details to ABF.

ZPMC asked for clarification about shop drawings for the OBG T-Stiffener terminations. Some of the shop drawing detail the welds being terminated short of the end, while others demonstrated the weld being wrapped. ABF stated they believe these transitions depend on the location, but will check the drawings and speak with the detailer.

ZPMC has questions regarding the size of the samples from the Deck Plate Mock-up at the diaphragms. QA drew a picture of the diaphragm, rib and deck, and cross-sections of the samples to be taken. QA asked ZPMC to indicate the dimensions they were concerned about. After looking at the drawings and actual samples brought in by ABF, it was revealed that ZPMC's actually related to the size of the fillet weld on the diaphragm to deck weld and the reinforcing fillet weld on the diaphragm to rib weld. Both of these welds are to be as detailed on the shop drawing and must conform to criteria listed in the code.

ZPMC asked about the status of HSR's 37, 41, 43, 44, 45, 46 and 47 (OBG) and 28 (Tower). ABF and Caltrans will check after the meeting.

Mr. Williams stated that a pre-fabrication meeting for the Tower and Deck will be conducted at 9am tomorrow. Some of the specific items to be discussed will be procedures for conducting the Weld Monitoring Tests and details of the Fabrication Bays to be used for fabrication.

QA discussed an issue with the UT of the Tower Mock-up Skin Plate Corner Joints. On some of the skin plates, there is an internal stiffener that is preventing the full volume of the weld to be scanned using the current UT techniques. Alternate angles of scanning from other faces may be necessary to ensure full coverage.

Caltrans Senior Jason Tom brought up the timeliness of the weekly welding reports. Mr. Tom stated that if submittals of the reports are delayed or multiple submittals are received at the same time, review of the reports could be delayed and issues identified within the reports not addressed in a timely manner.

3	Logistics	The 1500 and 2200 ferries were cancelled. The day shift left on at tug boats at 1800 and both the swing and graveyard shifts came to the island at 1900 on the tug boats.

Inspected By: McClary,David Quality Assurance Inspector

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Reviewed By: Lowry,Patrick QA Reviewer